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Hongkong, 20th September 1905. [1751]

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[30]

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BIRTH.

On January 5th, at Plover, South Wales, the wife of G. W. APPELBY, (of Canton) of a daughter.

DEATH.

On December 29th, at Shanghai, MARIAN FORD, mother of C. F. GREENWOOD, aged 72 years.

EDITORIAL OFFICE: 131, DES VUE ROAD, HONGKONG.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 7th, 1907

M. GAUDIN DE VILLAINES has proved somewhat of an advocate Diaboli for his own side in the French Chambers lately; and succeeded in so mixing up two entirely irrelevant subjects that both were reduced momentarily to the level of a comedy. The Government, he alleged, was carrying on a British policy abroad and an anti-Catholic policy at home. That the two were in any way correlated seemed so utterly absurd that a few words from M. CLEMENCEAU turned the whole force of M. DE VILLAINES'S artillery against himself. But looking calmly on the situation, is there any reason for suspecting that the work of France, even in carrying on British policy abroad, in any way acts disadvantageously to herself? The same remark was made in England on the first announcement of the alliance, namely that England was acting in the interest of France without adequate return, and M. DELCASSE appropriately commented on this, that the gentlemen who thought so were evidently unaware of the nature of a bargain, in supposing it could exist if it had only one side, or that advantages on one side were necessarily correlated with disasters on the other. The basis of the understanding came to on both sides was that there were a number of particulars in which the interests of the two countries were so thoroughly identical that it would be well to consider

whether both could not be better advanced by amalgamating than by acting separately and independently; and so avoiding that clashing on merely subsidiary details which had frequently interfered in preventing cordial union. From the very necessity of closing up the ranks—these details had to take second place, but the result was a much more effective front: if France then were doing abroad England's work, she was *puri passu* urging on her own. This had been evidenced at Algiers, where the united front shown by the two Powers had more than anything else been instrumental in dissipating the clouds of suspicion with regard to the future intentions of France that for a time hung over the political horizon of Europe. With regard to the religious question the people of England have all through refused to look upon the strife with the Vatican as having within it any religious element whatever; the Protestant people of England have long desired to be on better terms, religiously and socially, with the great Catholic people of France, but this rapprochement has always been prevented through the political machinations of the Vatican—so far and so far only can the political tendencies be brought in contact, and it is only on this ground

that English public opinion has ever ventured to discuss the French movement. Thus M. VILLAINES'S motion intended to hamper his government at home, and do dishonour to his country abroad, has had the singular effect of bringing into prominence the benefits already incident to both in the Accord. The question, to which he demanded a categorical answer—yes, or no, brought into still greater prominence his want of political sagacity which cannot but fail to react on the party he professes, no doubt truly, to represent. He wanted to know if there existed a military convention with England? Of course if M. CLEMENCEAU had said yes, he would have told a deliberate untruth; and this was well known to M. DE VILLAINES'S inspirers. If on the contrary he had said no, he would have been guilty of a constructive lie. The fact, of course, is that in the interest of the alliance each nation is bound to do all it can by peaceful methods to uphold it; and if in the task it should honourably be called upon to oppose any infraction by force, it would plainly have to take the risk of ulterior measures. This is a very different thing from an offensive and defensive alliance, though the issue might eventually be the same. A similar question put likewise to embarrass the British Government was lately asked in the House of Commons regarding the imaginary case of Japan going to war with the United States, and was answered in a somewhat similar manner. Neither alliance was made with the intention of forcing either of the parties to it to enter into a war for the sole purpose of gratifying some whim of the other, so that the definite answer of yes or no could not be given until the whole case came actually under discussion. A government is certainly entitled to take measures to defend itself against insidious attacks of such a nature, and in both cases the Governments found themselves supported by the commonsense of their legislatures.

But the incident in the French Chamber has not been without its practical issue, for it has set both nations thinking whether a still further development of the community of interests between the two might not be found advantageous to both in the long run. The suggestion comes from the *Times* correspondent. In the recent outburst of events France and England have found their financial policies so nearly identical that an undoubted evil to both was caused by a financial measure on the part of England in preserving her own credit. England had to raise the rate of discount to an abnormal rate. The measure was not taken against France, who suffered nearly as much inconvenience from it as did England herself. Now if England, the writer suggests, had had a financial as well as a political accord with France, the raising of the rate would have been superfluous, or its incidence would have been greatly reduced to the no small benefit of both countries. Why should not such a thing be possible? Theoretically there could be no objection to such a course, but here again the making of a hard and fast rule might cause untold ruin if either should temporarily lose its head. This then, would be another instance of the truism we have mentioned, that agreements which leave no room for the exercise of discretion on either side are in no case to be recommended between nations,—as in themselves bound to lead to the very differences they were presumed to render impossible. The very best insurance against such an

unfavourable event is the community of interest, not the fact of the agreement in words; and with this community of interests acknowledged and felt by both, details of the exact course to be taken in altogether unforeseen and unforeseeable emergencies may well be left to the discretion of the moment. A law devised to cover every emergency which may possibly happen is bound to break down when put to the actual test of experience. And this must ever be the case with artificial accords made like swivels to suit all emergencies.

The German Mail of the 5th December was delivered in London on the 3rd inst.

We have received two calendars from Messrs. W. Brown and Co., one a neat little pocket card.

Quarantine regulations for the port of Newchwang are published in the current *Gazette*.

The Captain of the steamer *Michael Johnson* was convicted at the Magistrate's Court on Saturday of having no rat funnels on the vessel, and fined \$5.

The *N.C. Daily News* understands that Messrs. Bruce, Peebles & Co. have secured the contract for the tramways in the French Concession.

Owners and occupiers of tenements are reminded that rates for the first quarter of 1907 are payable in advance on or before January 31st.

Mr. F. A. Hazeland was prevented by illness from taking his place in the First Court at the Magistrate's Court on Saturday, and Mr. Melbourne dealt with the few cases that were brought before the Court.

In regard to the mishap to the *s.s. Ana Maria*, off Red Car, the Nippon Yusen Kaisha have received a telegram from London saying that as *Dardanus* has been chartered to take the place of *Ana Maria*, the *Dardanus* will sail from London on or about 15th inst.

A boy, who had gone to change a \$100 bill in Queen's Road on Friday night, was "held up" at the corner of Graham and Gage Streets by two men who threw pepper in his eyes and knocked him down. They stole \$50 in silver from him but left the other \$50.

It is notified in the *Gazette* that His Excellency the Governor-in-Council has, under Section 90 of the Public Health and Buildings Ordinance, 1903 (Ordinance No. 1 of 1903), appointed a plot of land at Tsung Loong Tin, situated at Cha Kwo Ling in the New Territories, having a total area of about one acre, as a sufficient and proper place to be the site of an I to be used as a cemetery or burial ground for the Chinese.

An early Victorian journalist, one of the oldest in the country, has passed away in the person of Mr. George Masakie, for some years, 1883 to 1889, editor of the *Leeds Daily News*, now incorporated with the *Yorkshire Evening News*. Mr. Masakie, who was born in Stirling, N.B., and who had attained the ripe age of eighty-nine, entered upon a journalistic career as a youth in the office of *The Scotsman* at Edinburgh.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended December 31st 1906, as certified by the managers of the respective banks, are as under:—

Banks.	Average amount in Reserve.
Chartered Bank of India, Australia and China.	\$ 2,978,067 \$23,000,000
Hongkong and Shanghai Banking Corporation.	\$ 12,651,879 \$9,900,000
National Bank of China Limited.	\$ 119,702 \$5,000
Total.	\$15,649,648 \$33,345,000

The general meeting of the Kawasaki Dock Yard Company, of Kobe, adopted a resolution to add to the company's business the manufacture of steam engines, railway carriages, tyres, axles, electric motors, military arms and steel works. An amendment of the Articles of Association of the company was agreed to accordingly. The net profit of the company for the last half-year has amounted to ¥459,639 including a surplus of ¥38,367. Of this sum, ¥50,000 has been placed to the reserve, ¥30,000 to the special reserve, ¥20,000 to the reserve for the depreciation of buildings and machinery. The sum of ¥226,000 was set aside for dividend, and ¥68,800 for extra dividend, making the total dividend 12.55 per cent. per annum. ¥20,000 was devoted for bonuses to officials, the balance being carried forward.

The following letter to the Governor from the Secretary of State explains itself:—"Downing Street, 30th November, 1906. Sir—I have the honour to acknowledge the receipt of your despatches No. 239 of October 4th and No. 262 of October 22nd in which you report the effects of the typhoon which passed over the Colony on September 18th. I have already expressed the deep regret with which His Majesty's Government have received the intelligence of the loss of life and damage to property caused by this catastrophe. I note with great appreciation the testimony which you bear to the conduct of Government officers and other members of the community in connection with the typhoon and I have to convey to you my cordial approval of the measures which you have taken. I have, etc., ELTON."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STEAMER WRECKED.

LONDON, January 6th.

The *City of Panama* has been wrecked on the Wardell beach, Pescadero, California. The wreckage was washed ashore. Ninety persons are missing.

BIG FIRE IN SHANGHAI.

SHANGHAI, January 6th.

The biggest fire since that at Fuh-lees occurred to-night and destroyed the premises jointly occupied by E. D. Sassoon and Company and the Central Hotel Annex. The loss, which is covered by insurance, is estimated at £600,000 royal.

Many visitors in the hotel lost all their belongings.

No lives were lost.

[REUTERS'S SERVICE.]

GERMANY.

LONDON, January 3rd.

Prince Buelow, in electoral manifesto, makes a bid for the Liberal vote against the Centres and the Socialists. He declares that the real danger of reaction lies in Socialism. Every defeat of the Socialists should be a warning to their blind arrogance, and strengthen confidence in a peaceful interval of development, besides rendering the position of Germany more secure abroad.

FIRE AT THE PORTSMOUTH DOCK-YARD.

LONDON, January 3rd.

A serious fire has occurred at the naval gun wharf at Portsmouth. The damage is estimated at £250,000.

BULGARIA.

LONDON, January 4th.

All the railway men in Bulgaria have struck, delaying the international traffic, but being Engineer reservists, the strikers will be called out to-day to take their own places on the lines.

THE VISIT OF THE AMER.

LONDON, January 4th.

The Amer has made a state entry into Peshawar.

GERMAN POLITICS.

LONDON, January 4th.

Prince Buelow's manifesto is unfavourably criticised in the German Press; the Conservatives—especially object to being invited to ally themselves with the Radicals, and the latter are equally displeased at the lecturing tone of the Chancellor, who enjoins them to mend their ways and to join the Conservatives against the advance of the Socialists. The only party which is pleased with the manifesto is the National Liberals.

A CHINESE SOCIETY FORMED IN LONDON.

LONDON, January 4th.

A China Society has been formed in London for the study of the Chinese language, literature, and history. A series of lectures is projected, and the Chinese Minister will read a paper at the opening meeting on the 29th inst.

RUSSIA AND JAPAN.

LONDON, January 4th.

The correspondent of the *Times* in St. Petersburg says that during the absence of the Japanese Minister a commission has been investigating the exact significance of the terms "rivers" and "inlets" in the Portsmouth treaty, and it is probable that a decision will be reached satisfactory to Russia and Japan. It is understood that Russia is willing to renew the Commercial Treaty of 1855, and to grant the privileges of conference as with other nations under the most favoured nation clause of recent treaties.

[N.C. Daily News Service.]

WA. HONOURS.

TOKYO, December 30th.

The investiture with war decorations of 178 higher-ranked officers attached to the expeditionary forces took place this morning at the Palace. Those who received decorations included the Crown Prince, various Princes of the Blood and Marginal Oryms, who were given the First Order of the Golden Kite and the Collar of the Crystalline Order; Admiral Togo, who received the First Order of the Golden Kite and the Grand Order of Merit; all full Generals who served in the war and Vice-Admirals Katsuka and Kamimura, who received the First Order of the Golden Kite. Peerages have not been conferred as yet.

SUPREME COURT.

Saturday, January 5th.

IN ORIGINAL JURISDICTION.
BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

THE CLUB LUSITANO.

The hearing of the motion to wind up the Club Lusitano was continued.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the petitioners; Hon. Mr. H. E. Pollock, K. C., instructed by Mr. P. W. Goldring (of Messrs. Goldring and Barlow) and Mr. F. X. d'Almeida a Castro, represented a body of shareholders, while another body of shareholders was represented by Sir Henry Berkeley, instructed by Mr. J. Scott Harston (of Messrs. Ewen and Harston) Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) watched the case on behalf of the directors of the Club.

Mr. Pollock was next to address the Court, but before he proceeded.

His Lordship said—I think it might be convenient to give you a starting point for your argument, Mr. Pollock, to indicate how far I am prepared to go. I do not think anything would induce me to dismiss the petition but I should be prepared to adjourn the hearing for four months during which time the books would be submitted to the Registrar to report fully on the financial points raised, and that would allow any steps to be taken such as Sir Henry Berkeley yesterday suggested with regard to amending the Articles of Association. I am prepared to do that—subject to what Mr. Slade may have to say—if you care to accept.

Mr. Pollock wished to address his Lordship and first referred to Mr. Leiria's affidavit which stated that the Naval and Military members of the Portuguese community were boycotted by the Club since Mr. Romano's expulsion. He pointed out that when the Portuguese cruisers *Adamastor* and *Vasco da Gama* were in Hongkong in 1904 and 1905 the officers—senior and junior—were entertained by the Club, and when the *Dia* was in port her captain used to spend his evenings there playing bridge. Counsel submitted that the Court had to consider the question of actual majority of shareholders. The number of shareholders who supported the winding up was 28; Sir Henry Berkeley's clients, who opposed the motion, numbered 22; and his own clients who also opposed the motion, numbered 37, that was, 26 in favour, against 59 in opposition. One of the 37 clients represented by Mr. Pollock was Mr. Pereira, secretary and a director of the Club, who had filed an affidavit opposing the motion, in which he said that of the 28 shareholders supporting the motion, 10 were not members of the Club, and of Mr. Pollock's clients 33 were members of the Club. In addition 41 shareholders were not taking an active part in the litigation.

Mr. Slade—I am instructed that the directors who are not moving in the matter think there should be a dissolution, but they leave the matter entirely in the hands of the Court. They say it is the only solution.

Mr. Pollock argued that the Club—or any company, whether trading or otherwise—had power to borrow to pay its debts in order to save its property being taken under execution. There was a sum of about \$4,000 due by the Club, and an execution had been issued with respect to the legal costs. Counsel quoted several authorities to support his contentions, and after considerable argument he dealt with the question of insolvency, submitting that no company was insolvent even if it could not make both ends meet, while there were legal steps which could be taken to overcome the difficulty. In the present case they only had vague statements as to the financial position of the Club. The petitioners had not quoted figures to support them.

Mr. Slade—You have the secretary on your side; he could have gone into it.

His Lordship—Whether I dismiss the petition or not, I will have that investigated. Mr. Pollock pointed out that the Articles of Association gave the directors power to enter into litigation and the object of the article was to indemnify the directors against costs. Dealing with the *housse* question, he said he was not aware as to the capacity of his clients—whether they were soda-water drinkers or whisky drinkers, he would not go into that side of the case at all. There could be a special fund created for the carrying on of the bar, which would obviate the procuring of a license, as whatever profits were made went into the general fund of the Club.

His Lordship—That is why I suggested a postponement; in order that things might be arranged.

On the question of equity and justice Mr. Pollock argued that it was for the petitioners to prove equity and justice and they had not done so.

His Lordship—The difficulty here is that the Company was formed for the purpose of giving social enjoyment to the members of the Portuguese community; that social enjoyment had ceased and the object of the Company had been defeated.

Mr. Pollock—No, Mr. Pereira's affidavit shows otherwise. He states that during the past three years no dispute between shareholders and directors has occurred excepting the one leading to the recent litigation.

His Lordship—Since then the breach has not healed.

Mr. Pollock—There is correspondence on the file as to that. Proceeding, he said the petitioners had made out no case for the winding up of the Club. There must be difference of opinion in a Club containing 180 members, and why should 10 members have the right to close the Club? There was no reason to suppose that

the Club was in a bad position or that it could not reorganize. It would be unreasonable to allow a minority to force their views on the majority. Since the typhoon of September 18th a concert had been held in the Club in aid of the typhoon sufferers and \$600 realised. That showed social activity, since the recent troubles commenced.

Mr. Slade—I might remark, as showing that Mr. Romano is not actuated by strong feelings against the Club, that he contributed to that concert.

Mr. Pollock—That shows that a bridge may yet be constructed. It is all the more reason for not winding the Club up.

His Lordship said—This petition by shareholders is to wind up the Company on the following grounds:—The Company was formed for the purpose of continuing the Club for the benefit of the Portuguese Community and social enjoyment. The allegations are that there are disputes among the members which have become acute, as I know; that there are special debts and unfortunately on the top of this the discovery has been made that the sale of liquors is not in accordance with law and that a heavy amount will have to be paid for a license and that there is considerable doubt about the bar management. I think if all these things continued it would inevitably bring the Club to an end and I think there are legitimate grounds for this petition. I do not allude to Mr. Romano's expulsion from the Club but I think perhaps it was brought up to show there had been quarrels in the past as well as now. There has been a serious cleavage among the members and I have not seen any signs of a reconciliation. It is perfectly true with regard to some of these things that they might be got rid of; Mr. Pollock's suggestion with regard to the payment of the debts is sound, for in spite of the absence of voluntary permission to borrow I think it might be indulged in, though I am not expressing an opinion on this point. Mr. Pollock's suggestion with regard to the bar question is an exceedingly ingenious one and obviously it could be done and the bar re-opened. Probably with some time for reflection the members might be induced to settle their disputes elsewhere. I think the petition is well-grounded, but I also think it would be wiser for it to stand over for say four months, during which some of the difficulties, if not all, may be disposed of. If, in the course of two months, an arrangement has been made for the re-opening of the bar on legal lines I need not trouble to make an examination into the books, but if not it will be necessary to make a very careful examination of the accounts and see if the bar management is on a sound basis and to see if the Club were allowed to continue whether the bar would pay. I hope for the sake of the Portuguese community that the disputes will be quickly settled.

The further hearing was adjourned for four months.

FIRE AT TAIKOKTSUI.

A fire, which at one time threatened to have most disastrous effects, occurred in the stores department of the Kowloon-Canton Railway at Taikoktsui on Saturday afternoon. The alarm was raised about 2.15. Then it was found that, through some cause still unknown, a number of logs had become ignited, and as the timber and other stores were of a most inflammable nature the flames spread with great rapidity. The European staff at the Cosmopolitan Dock turned out promptly with fire appliances, and worked heroically to quell the outbreak. With two sets of hose, almost half a mile in length, from the pump-house, they were able to prevent the conflagration from becoming more general and from destroying the village of Taikoktsui.

As it was, some of the houses had caught fire, but the well directed streams of water extinguished the flames. The huge oil tanks, too, were in imminent danger, and had the fire reached them the consequences would have been most disastrous. Some idea of the difficulties encountered by the volunteer firemen will be gained from mention of the fact that when they were playing the hose on one burning mass matter had to be held behind them to protect them from the fierce heat of the front of their backs. The Hongkong Fire Brigade arrived later, and the flames were extinguished by six o'clock. The damage is roughly estimated at \$50,000. Fortunately, the loss will not interfere to any appreciable extent with the progress of the railway undertaking.

A Scotsman writes as follows to the *Times* of India regarding the recent St. Andrew's dinner in Bombay:—"A little plain speaking is a useful thing, and as one who was present I would beg to record my protest. As a Scotsman my strongest feeling was one of humiliation. Verbose self-laudation appeared to be the keynote of the situation, and it was a weariness of the flesh to hear man after man get up and deluge us with words which had no sort of connection with the point before us. There were two speeches that were appropriate, neither of which is reported, viz., 'The Lassies' and the reply for the Navy, though it is hard to understand why either one or other of them should have been introduced into the toast list. Divide number of speeches by four, limit each speaker to, at most, fifteen minutes and change the standpoint from egotism and verbiage to conviviality and camaraderie, and then, but not till then, I will think of attending another St. Andrew's dinner in Bombay."

LATEST STEAMER MOVEMENTS.

The N.Y.K. *str. Hitachi Maru* (European Line) left Shanghai for this port on the 4th inst., and is expected here on the 7th inst.

The N.Y.K. *str. Sado Maru* (European Line) left Singapore for this port on the 4th inst., and is expected here on the 10th inst.

The N.Y.K. *str. Ito Maru* (American Line) left Kobe for this port via Miji on the 4th inst., and is expected here on the 12th inst.

CHINA ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the Hongkong Branch of the China Association was held on Saturday afternoon in the City Hall. Mr. Murray-Stewart occupied the chair, and supporting him were Mr. A. G. Wood, Mr. H. E. Topham, Hon. Mr. E. Osborne, Mr. D. R. Lew, There were also present: Hon. Mr. H. E. Pollock, K.C., Hon. Mr. W. J. Gresson, Messrs. G. C. Moxon, G. Balloch, C. H. Ross, A. V. Hogg, J. P. Cochrane, A. Parlane and H. J. Butterworth.

The CHAIRMAN said—Gentlemen, When a homeward-bound P. and O., vanishing in a sun-lit trail of smoke, carried your late Chairman away from the Colony and his duties devolved upon me for the sole though inadequate reason that all the other members of your committee were too busy to undertake them, I was reminded of the old story of Elijah being caught up in a chariot of fire, and of the predicament of his successor, left disconsolate in the light of promise day, outnumbered with a mantle several sizes too large for him, unassisted in the difficulties of the post thus dramatically vacated. Such a far-fetched idea may seem to some of you, in the absence of any clear perception of the risks involved in your Chairman's duties, to require an explanation. That is not to be found in a desire unduly to magnify my office. I do not wish to take too much upon myself. I do not forget that your confidence reposes on the knowledge that the risk of writing or saying the wrong thing and of thus committing this branch of the Association to a false position is reduced to a minimum by the wisdom in Council of the rest of the members of Committee. Indeed, it has been their support that has pulled me through, if indeed I have escaped, the risks to which I have alluded, risks increased by recent events.

China is changing. So are the overlying hills. But China is changing in a rather more palpitating way. The fertilising stream of foreign commerce flowing evermore freely into the sluggish yellow river of the old national life has greatly altered its character; moreover, its course has deviated noticeably of late as an unexpected result of the influence exerted by the erection in the North of the great Dai Nippon dam across Manchuria. The waters of the river have broken down the old banks in many places and the lower levels of the great Chinese Common are more than usually miry in consequence. It is not a new fancy that views the waste spaces—the long and dreary stretches of flat, boggy land—as a veritable Slough of Despond. But owing to the rising of the river the going is worse than ever. The old causeway of Force which used to lead through the Slough is submerged and abandoned and the only way across is along paths not marked on any map—paths as slippery and treacherous as paddy bands after heavy rain. It is annoying to find progress so slow, and disheartening to have to face the fact that these things have got to get worse before they get better. But there is this reflection to console us. When the river settles down into some new bed and the waters subside, the fields will be much more fertile than ever before. Remember that the stream which is causing the present inconvenience is a life-giving stream. The story of its origin and the rise and flow is the history of the world. You know the saying "History, so called, is but a comment on the history of commerce." It is an illuminating remark. The stream of commerce is the existing cause of civilisation. When it flowed into China by land across Asia it stimulated into existence the civilisation with which we are familiar. When it was cut off through the breakdown of the old land routes this civilisation was arrested and remained for many centuries "marking time." Only when the stream eventually found its way round the Malay Peninsula and impinged upon the coast of Cathay from the South did the process of new birth begin. The events that have pursued each other during the last century with increasing rapidity to disturb the equilibrium of the Far East are merely the three indications of the inevitable internal change. Sixty years of open ports—a cycle of Cathay—has created a powerful commercial class in whose minds western ideas, long fermenting, have at last produced a remarkable brew of new wine. The expansive force is telling upon the isolated sides of the old bottles. These are strained almost to bursting point. When that is reached some say we shall all see red. I see only this.

The cleverest young men of the rising generation are pushing their way forward by new roads. The steep and stony steps up the paths of literary achievement are no longer the only way to influence and power. The man of action is coming to the front. The soldier is no longer despised. He is even encouraged and made much of. He is even paid. It would almost appear as if our old friends the *Literati* were being relegated to the back seats of honour. Many observers view these changes with concern. They see in them signs that China is transferring her allegiance from the old rule of propriety to a blind worship of force. There is danger in attaching too much importance to this view. It impresses too deeply the imagination of over-strained politicians. It weakens the knees of the foreign powers. On the other hand there is danger in attaching too little meaning to the manifest fact that the mind of modern Mandarinism is bent on the creation of big battalions, even more persistently than on the manufacture of small coins. I refrain from attempting to make a cheap point of comparison between the two. That would seem like levity. But it is to be hoped that the soldiers are better staff than the

coins. In this matter the danger, to which we old foreign residents in particular are exposed, is in treating too lightly the idea of China profiting by Mr. Haldane's clear thinking and becoming a nation in arms. The mere fact that we are talking about it at all—to say nothing of the fact that the whole world is thinking about it—is a significant sign of the times. It was the risk of misreading these that constituted the danger I foresaw in taking up my present position.

Many other significant signs of the times have appeared in China during the year that has just closed. One of the most significant was the despatch of the late Commission round the world with the ostensible object of discovering some more suitable system than the old ways provide for storing the raw product of fermenting liquor already referred to. Many Far Eastern residents felt qualms about it. Pictures in the illustrated papers of the Commissioners junketing with the Prime Minister and other prominent politicians gave rise to fears that the attitude of the British Government in dealing with Chinese questions might not be strengthened thereby. There is certainly no evidence to show that it was strengthened. Whether it was in any degree weakened—a probable aim of the Commission, true to the traditions of its great Birmingham prototype—may some day appear. Some contemporary diarist may describe an offer of congratulations by the Commissioners to certain cabinet ministers on their efforts to reduce the already inefficient fighting strength of their own country and, with that, her overseas influence. He will not relate that he heard them add that China was steadily aiming in the opposite direction. He may not have noticed anything held in anyone's cheek. In the meantime it is noteworthy that the visit of the Commission took place in April and that the voice of the chairman was never distinctly heard as in Peking during early May. The ninth of that month was the date of the Customs Edict. But we may perhaps indulge the theory that, whatever by-products were hoped for from it, the main business of the Commission was to originate a method of retaining within bounds of safety the expansive political and economic forces set free by the action of foreign intercourse. Mandarinism's emissaries safely circumscribed the globe and duly delivered themselves of a report. An Edict has resulted. Its effect, I fancy, will be to create a certain number of poor copies of foreign political institutions. That prospect has nothing to do with this story.

In the first Anglo-Chinese war the mandarin in charge at Chinkai in Chusan memorialised the Throne reporting that the foreign devils did not fight fair, and that he was consequently unable to repel them, inasmuch as they possessed ships capable of moving without sails. A second mandarin said that he had seen such ships and that he was quite prepared to make them. The first complainant was superseded in his command by this confident gentleman who proceeded to rig out some kind of a junk in the likeness of a foreign ship with two masts and a funnel. In a well at the lower end of the funnel he made a bonfire so that smoke appeared satisfactorily out of the top. He could not make out why the vessel remained stationary. Neither could the higher officials who had taken his promise. No one could realise that the driving power of the foreign devils' infernal invention was something unseen in the heart of the thing. Without the driving power of a national faith capable of lifting the individual up and enabling him to seek some part of his selfishness in higher aims for common good, no mere copying of external designs in social or governmental mechanism can avail.

It is difficult to make out, much less to steer, a safe middle course between sympathy with genuine patriotism and antipathy to a spurious article extensively masquerading as such. Many would be reformers may personally be honest but that must not obscure the fact that some of the changes which they aim at may not be genuine reform or restrain anyone from opposing them. Take a case in point—the question that has exercised us all so much during the past year—the change wrought by the Edict of the 9th May in the administration of the I.M. Customs. A true Chinese patriot honestly desirous of reforming the national institutions would not start by attempting to change the order obtaining in the only well-organised and honestly administered government department. He would begin his crusade elsewhere. He would agitate for change where it is needed. He would agitate for it everywhere except in the Customs Service. Oddly enough, adverse criticism on the methods and motives of the Officials who instituted this raid on the Customs Administration has been misrepresented as a display of hostility towards the legitimate aspirations of the Chinese people, in fact as originating in an attitude unfriendly to China. Nothing could be further from the truth. As far as this Association is concerned it was and is our belief that if the raid had been completely successful China's credit would have suffered severely. In our view the ultimate effect would have been to hamper honest trade, to promote smuggling, to foster corruption. It is a strange sort of unfriendliness that works to hinder the progress of such misfortunes. An enemy wishing evil to overtake the old Middle Kingdom would have rejoiced in the complete success of the original aim of the Edict. Anyone who wanted to see China getting into a hopeless mess again would have welcomed the threatened upset. Precisely for the opposite reason we endeavoured to prevent it. We thought we saw clearly enough that the assurances offered were an insult to the intelligence not only of the British Mercantile community but of all foreigners. They certainly were. They were probably meant to be. But whether meant to be insulting or not there

was never any doubt as to their business meaning, not at least in the minds of business men. In the mind of any business man it must, we imagine, have been clear from the outset that the assurances proffered off upon the Legation and quoted in the House of Commons, to allay public uneasiness in England, were false and fraudulent from beginning to end. Business teaches men to judge promptly and act swiftly. These were the qualities which might have saved the situation, before it developed out of all control. Now, people at Home who hear us complain say, "Would you have wished England to risk an inconvenient war over the affair? This question is an annoying one. Englishmen in China seem to be regarded by many Home critics of Far Eastern politics as a particularly bloodthirsty lot. We are thought to be always wanting to make war. War is the last thing we want. We want our Treaty rights. If diplomacy cannot get these for us we grumble; that is all. We would not grumble even if it were not that diplomacy tries to treat us like children. To be told that the Customs Edict made no change made us all angry for this reason. But we never advocated war. We imagined that diplomacy might perhaps succeed in instituting a foreign combination against the designs of the wreckers. That was our mistake, nothing worse. But we are more over-misrepresented as being filled with prejudice against the people among whom we live. Because we stick to the social ideals of the Germanic peoples and prefer to mix only with those who observe them we are assumed to be the victims of that wicked race-hatred which is believed to cause like-malaria in the blood of European residents in the tropics. And because of this wicked race-hatred which is supposed to obscure our minds, our opinions on all questions are heavily discounted in advance. I have an idea that opinions emanating from Hongkong are especially badly off in this way. Perhaps this is how I came by the idea. At the time of the massacre of a body of missionaries near Foochow a meeting was held here in this Hall and a telegram—possibly rather an indignant message—was despatched. I fancy to the Foreign Office, protesting against the matter being treated as of no importance. I happened to be in Glasgow at the time and to see an article in Glasgow's leading morning paper on the subject. It discussed the matter with the calm detachment and disinterestedness which is easy ten thousand miles away and finished up by alluding to the meeting in Hongkong and to the telegram giving the resolution passed at it, by saying that, in any case, whatever the Foreign Office might in their wisdom decide to do, the last people whose opinion should be considered were "the shrieking Colonists of Hongkong." This utterance indicates sufficiently well the attitude with which many Home critics view our opinions. It should be one of the aims of the China Association to correct this error; to persuade the Home folk that we are not such peculiar people as many of them assume, but men of like passions with themselves and, when it comes to business, with no more passionate views. If in writing on the Imperial Maritime Customs question we displayed more passion than would be thought proper in a Foreign Office despatch I trust it may be overlooked. The heat of our views is revealing justification continually.

Of the year's Edicts the two to which I have alluded are by far the most important. But there have been many others all more or less displaying the old faith in the efficacy of fair words and a new belief in political machinery as such. People who believe that national character has deeper origins will not be very sanguine of great results. There is a modern tendency to underestimate the survival-value of character. As regards the latter it is, to say the least of it, doubtful whether China has changed at all, or, if at all, whether it has not been for the worse. Since the earliest days of our diplomatic relations with Mandarinism there has never been any discovery made of an active principle of good faith. We should like to record evidence of this discovery. But existing as the events of the past year have been, there has been nothing as wildly exciting as that. There seems to be no greater ardour to meet Treaty obligations than formerly. We have noticed no sign of it in respect of the Mackay Treaty. On the contrary, evidence of a wholesale desire to repudiate engagements are chiefly reported from Peking. In this matter also there is the oldest adverse criticism of foreign residents in China for venturing to protest against the one ungrudging of the Chinese Government in this attitude. Our old friend the *Spectator* took us all badly to task not long ago in this matter. The editor seemed to think that in advocating resistance to Mandarinism's lapses from grace Englishmen resident in China display an unreasoning impatience with, and hostility to, the Chinese people. It is often important to keep in mind a distinction between the word China, meaning Mandarinism, and the same word used to mean the Chinese people. With these the interests of the entire foreign mercantile community are manifestly bound up. This cannot be said of Mandarinism. Though its ranks are recruited from the people, its interests are in many respects opposed to the general good. Hence the fact that the foreign merchant and the Chinese trader are frequently at one in being against the Government. Criticism of the latter by foreign residents is seldom indicative of an ungrudging attitude towards China—the Chinese people. It may be, on the contrary, and generally is, indicative of a wish for their welfare. But without narrowing the view down so far as to make this distinction necessary I claim to speak a broad truth when I say that the British mercantile community in China is on the whole friendly to China and anxious to see her coming well out of the difficult problems of the economic revolution ahead. As the mouthpieces of the community the China Association has done its

best in the past to make this plain. Englishmen I think are naturally inclined to a sympathetic understanding of the difficulties of the Chinese. Our own strong conservative instincts make us respect theirs. Emerson named the English and the Chinese as the two most conservative peoples in the world. Personally I have much in common with the latter's mediocrity that is passing away. I respect the Chinese for not letting it go lightly; and I realise the hardness of the task of conscientious officials who are called upon to find, somewhat suddenly, new methods to meet "the instant need of things." I claim that the criticisms of the Chinese Government contained in the representations made by the China Association during the year have been directed by a sane view of what constitutes genuine friendship for China. We have protested against attempts to repudiate agreements and responsibilities. I can understand China's enemies encouraging her in the repudiation of engagements. I cannot understand those who pose as her friends condoning it. I may be old-fashioned—if so, I am glad to be—but I cannot believe that a Government any more than an individual can prosper in the long run by acquiring a reputation for unreliability. China's true friends are those who wish to see her keeping faith with the nations; meriting a good name for dependability; maintaining her credit intact; increasing her people's wealth and preventing famine in a land of plenty by improved communications and by the same means unifying her scattered strength. The welfare of China lies along these lines: not along roads involving fantastic reforms or leading to military ambitions. This is the view that has governed our policy during the past year. This is the faith that has inspired our utterances. Whether there have been of the smallest avail is a speculative question into which I do not propose to go. Many people will tell you that the work of the China Association, is, in addition to being a "weariness to the flesh, mere vanity and vexation of spirit. They look for results. They ask us to show them some. It is difficult. In this dilemma I sometimes think of a far-off and of a far other form of strife; of a morning spent in watching the Japanese artillery bombarding the east wall of the Tartar City of Peking. I remember thinking the busy gunners did not seem to be doing much good. Their shells were flying high above the battlements from whose embrasures half-naked defenders had lately been successfully preventing the efforts of storming parties of infantry to blow up the great gate which towered in front. The firing seemed too high. It did not seem to get down to the business of the attack. The shells struck the watch-tower occasionally and sent clouds of brick dust flying, but mostly they sailed over towards the Forbidden City and burst in little smoke rings. It all seemed rather ineffectual. But afterwards when we got in and wandered about the city and saw where the shells had been creating havoc and realised that the feelings of the stiff-necked Palace Officials must have been when the rain of shrapnel came down, it seemed probable that the influence of the artillery fire was perhaps after all not inconsiderable in hastening the movements of the Court. In the same way perchance these our activities may, in some unseen way, do a little good. This is the hope in which the work is carried on. Braced by it I have the temerity to invite you to vote for the adoption of the report, which has been in your hands for some days, and to pass the accounts. This I now formally move.

Mr. BALLOCH—I have much pleasure in seconding the resolution that the report and accounts be passed. In doing so I wish to express our gratitude for and our appreciation of the excellent work done by the Committee during the past year. I am sure you have all read the report and listened to the able speech by our Chairman with the greatest interest and admiration. You must feel that they have covered nearly all the questions that affect the interests of the British mercantile community. I noticed, however, that the Chairman did not refer to the two very important questions of currency and opium, on both of which we would have liked to have heard his opinion. I have no doubt he has excellent reasons for keeping silent. We would have liked to have heard something about the Canton-Kowloon Railway. I sincerely hope that there will be no difficulty in putting through the next agreement and that the Chinese officials will show their appreciation of the liberal manner in which they have been treated by the Hongkong Government and met them in a fair and friendly spirit. While on the subject of officials, I would like to endorse the remarks of our Chairman regarding the criticisms that are sometimes passed by the Association on the acts of officials in China. These criticisms are made in no unfriendly spirit, and I hope the Chinese will never regard them as made in that spirit. No one of us who criticises the action of the British Government is regarded as being unfriendly to Britain, and no one who criticises the acts of the officials in China should be regarded as unfriendly towards China. I have much pleasure in seconding the resolution.

The Hon. Mr. POLLOCK—I think the British residents of this Colony, and residents of the Far East generally, are very much indebted to the Committee for the work done during the past year. Although I am not astonished—having had a large experience—to see a sparse attendance at this meeting, I must confess to being very much astonished that the membership of the Association only amounts at the present time to 66. That is only some five per cent of the British adult male population in the Colony. In view of the excellent work done during the past year, I would venture to express the hope that we may shortly see a very substantial addition to the number.

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Hongkong, 29th November, 1906. [37]

FIVE INSURANCE SHARES—Hongkong are firm at \$335, while Chinese are in request at \$33. SHIPPING SHARES—Hongkong, Canton and Mian Steamboats sold at \$28, and are wanted now at \$22. Indo-China have dropped further, and the nominal quotation is \$85; in Shanghai the stock is quoted Tls. 69 and in London \$9. 5s. 6d. A few Chinese and Manilas sold at \$20, but there are buyers now at \$21. Douglas has continued on offer at \$37. Star Furnish, old, have improved to buyers at \$28, while the new shares are quoted \$18. Shell Transports are on offer at 30 shillings, which is also the London quotation. Hongkong Steam Waterworks are for sale at \$7.

REVENUES—China Sugars sold at \$125, and have sellers at that rate. Luzons are unchanged. MINING SHARE—Luzons sold at rising rates, and up to \$10 has been paid, but the market has quietened down, and the nominal closing rate is \$9; a telegram from the mine reports a crushing of 3,757 tons of ore, yielding 602 ounces of smelted gold. The following is the result for the last seven years:—

Tons of ore	1900	1901	1902	1903	1904	1905	1906
Crushed	10,116	12,140	11,570	12,477	17,254	16,792	16,921
Ounces of gold	12,052	18,229	12,291	16,751	27,011	14,774	14,942

The Engineering and Mining Company Shares are wanted up north Tls. 10 70; the total output of the Company's three mines for the week ended 15th ultimo amounted to 23,623 tons of coal, and the sales during that period to 20,173 tons.

DOCKS, WHARVES, GODOWNS &c.—Hongkong and Whampoa Dock Company Shares are stronger, they sold at \$145, and further sales buyers can be found at that figure. Fenwick's have sellers at \$21 and New Amey Dock Shares at \$15. Shanghai Docks have local sellers at Tls. 105, while in Shanghai the quotation is Tls. 104. Hongkong and Kowloon Wharf and Godown Company Shares have buyers at \$85. Shanghai and Hunkow Wharves are steady in Shanghai at Tls. 240.

LANDS, HOTELS AND BUILDINGS—Hongkong Land Investment & Agency Company Shares have buyers at \$108, but with shares firm in hand a slight advance on this figure might be obtainable. Hongkong Land Reclamation Company Shares are wanted at \$150 and better. A few Kowloon Lands can be placed at \$33. Other stocks under this heading are unchanged.

COTTON MILLS—All quotations are unchanged, and no business has been reported locally. SUGAR MANUFACTURING COMPANIES—Green Island Caneets sold and have buyers at \$21, and Los have improved to \$230 buyers. Hongkong Electric are in demand at \$154. Other stocks under this heading are unchanged.

MISCELLANEOUS—China Providents sold and have sellers at \$94. Lang ats have sales in the north at Tls. 2423. South China Morning Post Shares fetched \$24, and Watsons \$12. Other stocks under this heading are unchanged.

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LOCAL SPORT.

CRICKET.

THE CLUB MATCH.

The match played on the ground of the Hongkong Cricket Club on Saturday was between teams, the ages of members of the one being over, and of the other under 30 years. The veterans won by seven runs. Scores are:—

UNDER 30.

J. Hall, b. Lewis... 7

L. Taylor, c. and b. Bird... 18

H. E. Stanger, c. Leathers, b. Stanger-Smith... 0

E. A. Fowler, b. Stanger-Smith... 0

W. C. D. Turner, c. and b. Woodward... 13

P. Jacks, b. Bird... 12

G. H. Chalmers, b. Lewis... 3

P. Foster, b. Lewis... 7

N. H. Rutherford, c. Woodward, b. Lewis... 14

A. S. Cobden, not out... 0

Extras... 23

Total... 215

BOWLING ANALYSIS.

R. E. O. Bird... 6... 1... 0... 1

Major Lewis... 13... 3... 0... 1

A. MacKenzie... 2... 1... 0... 1

Stanger-Smith... 2... 2... 0... 2

Woodward... 8... 2... 0... 1

OVER 30.

Major Lewis, 19th Innings, c. Bird... 76

H. Arthur, b. Stanger-Smith... 1

R. E. O. Bird, b. Fowler, b. Rutherford... 1

H. W. Woodward, run out... 4

H. Philip, b. Stanger-Smith... 9

MacKenzie, not out... 1

Major Stanger-Smith, b. Turner... 23

Dr. Forsyth, c. Fowler, b. Stanger-Smith... 2

Dr. Forsyth, c. Fowler, b. Stanger-Smith... 2

Capt. Rutherford, not out... 21

Extras... 21

Total... 222

BOWLING ANALYSIS.

Stanger-Smith... 15... 1... 0... 1

Rutherford... 7... 1... 0... 1

Chalmers... 4... 2... 0... 2

Turner... 3... 1... 0... 2

HONGKONG POLICE.

This league match, played at Happy Valley on Saturday, ended in a win for the Police by 28 runs. For the Police Woodhouse put the useful score of 37, Clyde adding another 23 to the total. The "A" team's top scorers were Robinson and Taylor who compiled 24 apiece, the latter being not out. Six of the Reserve's wickets fell to the "travelling" of Kerr, while Robert on Dodgson and Ferguson took most of the Police wickets. Scores and analysis are:—

HONGKONG "A."

Lt. Dodgson, R.N., c. Dyer, b. Kerr... 10

Rev. R. W. Wells, b. Kerr... 10

S. Myers, b. Kerr... 10

Lt. H. W. Colman, R.N., c. Winter, b. Kerr... 0

Lt. S. Robinson, R.N., c. Winter, b. Kerr... 24

T. C. Gray, c. Clyde, b. Ferguson... 2

J. H. Gardner, b. Kerr... 0

B. P. Chapman, c. Winter, b. Kerr... 8

F. Hodgkinson, c. and b. E. E. Kerr... 8

H. H. Taylor, not out... 11

E. G. Ferguson, c. Dyer, b. Kerr... 11

Extras... 4

Total... 112

BOWLING ANALYSIS.

Kerr... 15... 1... 0... 1

Ferguson... 8... 1... 0... 1

Edwards... 4... 1... 0... 1

Winter, c. Taylor, b. Robinson... 4

Pitt, run out... 0

Edwards, c. Wells, b. Dodgson... 17

Clyde, c. Gardner, b. Moore... 10

Apel, c. Ferguson, b. Robinson... 10

Woodhouse, c. Dodgson, b. Robinson... 37

Lambert, c. W. H. Dodgson... 12

McCarthy, not out... 15

Kerr, c. Dodgson, b. Ferguson... 3

Kerr, b. Ferguson... 0

Ferguson, run out... 2

Extras... 17

BOWLING ANALYSIS.

Robinson... 11... 1... 0... 1

Dodgson... 10... 1... 0... 1

Gray... 2... 1... 0... 1

Ferguson... 1... 1... 0... 2

CIVIL SERVICE & ROYAL ARTILLERY.

The league match, between these teams, played on the military ground at Happy Valley on Saturday, ended in a draw. Scores are:—

Lambie, 42 and Bolton, 35, were top scorers for the Civil Service, while for the R.A.

the useful scores of 52, 25 and 21 were added to the total by Hope, Larmour, who was not out, and Hill respectively. Kerrick, Hill and Hope

fell the Civil Service wickets, while Brett and Jackson won the successful battles against the military team. Scores and analysis are:—

CIVIL SERVICE.

G. A. Woodcock, b. Kerrick... 0

E. B. Reed, b. Hope... 41

F. L. Lambie, b. Kerrick... 42

F. A. Bolton, c. Thompson, b. Hill... 5

Dr. Atkinson, c. Larmour, b. Hill... 4

H. T. Jackson, not out... 31

W. Brett, b. Kerrick... 0

L. Bolton, c. Clerk, b. Kerrick... 25

E. Bullock, c. Larmour, b. Kerrick... 1

P. H. Adams, c. Hill, b. Kerrick... 0

A. Tucker, not out... 2

Extras... 1

BOWLING ANALYSIS.

Kerrick... 8... 4... 0... 3

Ferguson... 4... 1... 0... 1

Hill... 3... 1... 0... 2

Bailly... 3... 1... 0... 1

R.A.

Serg. Marriott, c. Jackson, b. Brett... 11

Serg. James, run out... 2

Lt. Hope, c. Reed, b. Brett... 52

S. M. Owen, c. b. Brett... 7

Lt. Hill, b. Jackson... 21

Lt. Larmour, not out... 4

Capt. Thompson, b. Jackson... 4

Serg. Taylor, not out... 3

Dr. Kerrick, b. Jackson... 19

Serg. Baylis, run out... 3

P. M. S. Clarke did not bat.

Extras... 3

Total... 145

BOWLING ANALYSIS.

Brett... 10... 4... 0... 3

Reed... 10... 3... 0... 3

Jackson... 7... 1... 0... 2

Bullock... 3... 1... 0... 1

CRAIGSGOWER & TELEGRAPHS.

The Craigsower Cricket Club played a team from the Eastern Extension Telegraph Company at the Happy Valley on Saturday last. The match resulted in a win for the former. The scores are as follows:—

TELEGRAPHS.

R. B. Beattie, b. Lammert... 19

W. A. Powell, c. Irving, b. Lammert... 5

G. Tullidge, c. Lammert, b. Brown... 1

C. H. Mackay, run out... 7

W. Peake, b. Lammert... 3

B. Franklyn, b. Brown... 3

A. H. Laing, b. Lammert... 12

C. M. Peasgood, not out... 9

G. Balfour, b. Brown... 4

J. Wishart, run out... 3

B. L. Packer, b. Brown... 5

Extras... 2

Total... 70

BOWLING ANALYSIS.

Lammert... 12... 2... 0... 4

Brown... 12... 3... 0... 4

CRAIGSGOWER.

A. O. Brown, c. Franklin, b. Mackay... 9

J. D. Kinnaird, c. Peasgood, b. Mackay... 16

C. H. Lygon, c. Peake, b. Mackay... 1

M. Irving, not out... 0

R. B. Cooper, b. Peake... 4

E. Ross, run out... 6

J. A. Rose, c. Mackay, b. Beattie... 15

F. E. Lammert, c. Peasgood, b. Laing... 36

H. Hagg and F. Lammert did not bat.

Extras... 17

BOWLING ANALYSIS.

Peake... 12... 3... 0... 1

Mackay... 12... 3... 0... 1

Tullidge... 4... 2... 0... 1

Boulton... 4... 2... 0... 1

Fowler... 3... 1... 0... 1

Balfour... 1... 1... 0... 1

Lammert... 1... 1... 0... 1

FOOTBALL.

H.K.F.C. v. Y.M.C.A.

This match took place on the Club ground at Happy Valley on Saturday, the players being:—

H.K.F.C.—J. Clarke; H. L. Garrold and G. E. Morrell; H. C. Gray, E. Humphreys and A. Morley; W. H. Williams, J. Miller, J. MacG. Weston, R. R. Turner and J. Mead.

Y.M.C.A.—Hickling; McGabbin and Hamilton; Bishop, Barlow and Flacey; Weaver, Coyne, Wilks, Smith and Glover.

Both teams appeared to be suffering from the effects of the holidays, and although the play opened with a little spirit, this soon dwindled. At the outset the Club led the attack, the pressure being relieved by Coyne and Weaver whose bold dash along the right wing was checked by Morrell. Play, however, soon returned to Club territory, and although the Association fought hard to net, their attempts were foiled by the smart play of Humphreys and Morrell. Just before the half closed an opportunity for the Association was rushed by Wilks and Coyne, the result being that the shot failed.

A spell of even play in the opening of the second half, and then a corner was conceded to the Club. This was unproductive

SHIPPING.

ARRIVALS.

ALCOHOL, British str., 4278, D. Davies, 6th Jan.—Singapore 29th Dec, General—Butterfield & Swire.

CHIVURN, Chinese steamer, 6th Jan.—from Canton.

DAIJI MARU, Japanese str., 1735, M. Hikawa, 5th Jan.—Moji 31st Dec, Coal—Mitsui Bussan Kaisha.

FOOKANG, British str., 1987, W. E. Sawyer, 5th Jan.—Calcutta 18th Dec, Coal—Jardine, Matheson & Co.

HANGCHOW, British str., 5th Jan.—from Canton.

HANOR, French str., 730, S. Merles, 5th Jan.—Haiphong 1st Jan and Hoihow 4th Jan.—A. R. Marly.

KINA, Danish str., 2750, H. P. Berg, 6th Jan.—from Antwerp, &c., General—Melchers & Co.

LONDON, Norwegian str., 757, C. Thorsdahl, 5th Jan.—Moji 30th Dec, Coal—Order.

LEIZIG, German cruiser, Commandant von Rottke-Paulsen, 6th Jan.—from Singapore.

MATTHEW, German str., 5th Jan.—from Canton.

MEMON, British str., Evans, 5th Jan.—Singapore 27th Dec, General—Butterfield & Swire.

ORWELL, British str., 2446, Wm. Frame, 6th Jan.—Bamby (W.A.) 19th Dec, Fish—Order.

POLLUX, Norwegian str., 5th Jan.—from Canton.

RAJAHM, German str., 1189, O. Koch, 5th Jan.—Bangkok 25th Dec, General—Melchers & Co.

SURKHA, American str., 5635, A. Zeeder, 5th Jan.—San Francisco 7th Dec, Mails—General—P. M. S. Co.

SIGNAL, German str., 307, G. Schickler, 5th Jan.—Singapore 25th Dec, General—Jelco & Co.

SOSHU MARU, Japanese str., 999, M. Nemoto, 6th Jan.—Shanghai, Fenchow, Amoy and Swatow 5th Jan, General—Osaka Shosen Kaisha.

TAIKAN MARU, Japanese str., 3216, N. Nagata, 4th Jan.—Kuchino 30th Dec, Coal—Mitsui Bussan Kaisha.

TAKI MARU, Japanese str., 2120, C. Matsushima, 5th Jan.—Moji 31st Dec, Coal—Arnold, Karberg & Co.

TEAN, British str., 1346, Somerville, 5th Jan.—Manila 2nd Jan, Hemp—Butterfield & Swire.

CELEBRATIONS.

At the HONGKONG MARINE OFFICE Jan. 6th.

Chipsing, British str., for Bangkok.

Mennon, British str., for Kobe.

DEPARTURES.

ANDALUSIA, German str., for Hamburg.

GERMANIA, German str., for Sydney.

KANAKO MARU, Japanese str., for Kobe.

KOWLOON, German str., for Shanghai.

NANKANG, British str., for Amoy.

NINSEN MARU, Japanese str., for Moji.

PRONTO, Norwegian str., for Haiphong.

SKULD, Norwegian str., for Saigon.

VANDALA, German str., for Hamburg.

YOHIOU, British str., for Shanghai.

ZAFIRO, British str., for Manila.

JAN. 6th.

BENARY, British str., for Nagasaki.

BIRN THUAN, French str., for Hongkong.

FUKUKA MARU, Japanese str., for Moji.

HATTAN, British str., for Coast Ports.

HELEN, German str., for Swatow.

HONGKONG, British str., for Swatow.

KWILIN, British str., for Shanghai.

MASS MARU, Japanese str., for Tamsui.

MICHAEL JERVIS, German str., for Haiphong.

NIN-CHOW, British str., for London.

TAIKAN MARU, Japanese str., for Kuchino.

SHIPPING REPORTS.

The British str. Tean reports: Strong monsoon, cloudy with heavy sea.

The British str. Fookang reports: Moderate monsoon and clear fine weather in Bay Bengal; strong gales and heavy head seas in China sea.

The British str. Orwell reports: Fine to moderate wind and weather to Philippines; thence to arrival strong wind and high seas.

The British str. Mennon reports: Strong monsoon from entering the China sea, heavy accompanying rain and high confused sea, weather continued with ill meridian of Farallones; then fine strong and clear weather to Hongkong.

VESSELS IN DOCK.

ADRIEN Docks.—Helen.

KOWLOON Docks.—Sarsogon, Montecarlo, Bengshan, Frade, U.S.S. Polkander, Huichow, Z. E. de Aldecoa, Kweichow, Perle, Prinz Waldemar, Empress of China, H.M.S. Fume, Chipsing, Ticker.

COSMOPOLITAN Docks.—S. P. Ritchcock, Petrarch, Madeline Rickmers.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "OCEANIAN," Captain Magnus, will be despatched for the above ports on or about MONDAY, 7th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 3rd January, 1907. [2]

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAJO. (Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA," Captain Dederio, will be despatched as above on FRIDAY, 11th Jan., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st December, 1906. [4]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA EQUAL PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 12th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
MARSEILLES & HAMBURG VIA PORTS OF CALL	YABBA	Franch. str.	—	Sellier	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
HAMBURG VIA PORTS OF CALL	AMERICA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
HAMBURG VIA STRAITS, &c.	SEYDLITZ	Ger. str.	—	C. Dederio	MELCHERS & CO.	On 18th inst. at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 10th Feb.
COPENHAGEN & RUSSIAN SCANDINAVIAN PORTS	SAXONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 25th Feb.
NAPLES, PLYMOUTH, HAYRE, BREMEN & H'BURG	CAMBODIA	Ger. str.	—	—	MELCHERS & CO.	About Middle of Jan.
NAPLES, HAYRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 11th inst.
TRIESTE &c. VIA SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 8th Feb.
NEW YORK	CHINA	Ame. str.	—	Damianovich	SANDER, WIELER & CO.	About 31st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	NUBIA	Brit. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SATSUMA	Brit. str.	—	—	DODWELL & CO., LTD.	About 19th inst.
SOUTH AMERICAN PORTS VIA JAPAN	TARTAR	Brit. str.	1m.	—	CANADIAN PACIFIC R. CO.	On 8th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF CHINA	Brit. str.	2m.	—	CANADIAN PACIFIC R. CO.	On 17th inst. at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR	LYRA	Am. str.	—	—	DODWELL & CO., LTD.	On 12th inst.
ADRIATIC PORTS DIRECT	KASATO MARU	Jap. str.	—	W. C. T. S. Finlay	BUTTERFIELD & SWIRE	In April.
YOKOHAMA & KOBÉ	CHANGSHA	Brit. str.	1m.	T. Moore	CHIEF, LIVINGSTON & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBÉ	EMPIRE	Brit. str.	—	Helms	MELCHERS & CO.	On 26th inst. at Noon.
YOKOHAMA & KOBÉ	MANILA	Ger. str.	—	—	MELCHERS & CO.	On 1st Feb. at Noon.
YOKOHAMA & KOBÉ	KINA	Dan. str.	—	—	MELCHERS & CO.	On 1st Feb. at Noon.
YOKOHAMA & KOBÉ	TAIYUAN	Brit. str.	1m.	L. Dawson	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SEIBIEN	Dan. str.	—	Emmerich	MELCHERS & CO.	About 26th inst.
YOKOHAMA & KOBÉ	THILATIA	Ger. str.	k.w.	E. Schipper	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA & KOBÉ	DAPHNE	Ger. str.	k.w.	S. Barham	HAMBURG-AMERIKA LINIE	On 9th inst.
YOKOHAMA & KOBÉ	JAYA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow.
YOKOHAMA & KOBÉ	SILESIA	Ger. str.	k.w.	Bable	MESSAGERIES MARITIMES	About 7th inst.
YOKOHAMA & KOBÉ	OCEANIAN	Franch. str.	—	Magnus	OSAKA SHOSHEN KAISHA	On 9th inst. at 8 A.M.
YOKOHAMA & KOBÉ	SHOSHU MARU	Jap. str.	—	M. Nemoto	JARDINE, MATHESON & CO.	On 9th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KWONGSANG	Brit. str.	—	W. P. Baker	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA & KOBÉ	SAMBIA	Ger. str.	k.w.	A. L. Valentini	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA & KOBÉ	ARADIA	Ger. str.	—	—	MELCHERS & CO.	On 16th inst.
YOKOHAMA & KOBÉ	GENEVA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
YOKOHAMA & KOBÉ	TIENTSIN	Brit. str.	1m.	Moorman	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
YOKOHAMA & KOBÉ	SUNGKIANG	Brit. str.	1m.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBÉ	TEAN	Brit. str.	1m.	Somerville	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
YOKOHAMA & KOBÉ	LOONGSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	On 12th inst. at Noon.
YOKOHAMA & KOBÉ	HUJI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 19th inst. at Noon.
YOKOHAMA & KOBÉ	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 10th inst. at 3 P.M.
YOKOHAMA & KOBÉ	TOORANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & CO.	On 12th inst. at 3 P.M.
YOKOHAMA & KOBÉ	KUTRANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO.	On 11th inst. at Noon.
YOKOHAMA & KOBÉ	ISCHIA	Ital. str.	—	Doderio	CARLOWITZ & CO.	On 11th inst. at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSEES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 12th Jan. NOON.
ZAFIRO	2540	R. Rodger	Manila	On 19th Jan. NOON.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th January, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906. 16

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SHANGHAI "KWONGSANG" Wed. 9th Jan. 4 P.M.
 *SINGAPORE, PENANG & CALCUTTA "FOOKANG" Thursday, 10th Jan. 3 P.M.
 *MANILA "LOONGSANG" Friday, 11th Jan. 4 P.M.
 *SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 12th Jan. 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantao) and Yangtze River.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK DIRECT	"KINA"	About 3rd Jan.
YOKOHAMA AND KOBE	"SIBIRIEN"	About 26th Jan.
COPENHAGEN AND RUSSIAN SCANDINAVIAN AND GERMAN BALTIC PORTS	"CAMBODIA"	About Middle of Jan.
	"KINA"	About Beginning of Feb.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th December, 1906. 9

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 12th January.
SHAWMUT	3,606	E. V. Roberts	On 23rd January.
TREMONT	3,606	T. W. Garlick	On 26th February.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

Queen's Buildings, Hongkong, 5th January, 1907. [7]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with furniture, Laundry on Board, Doctor and Stewardsesses carried.

These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

SILESIA ... Capt. Bable ... 8th January

SCANDIA ... Capt. v. Doehren ... 1st February

HABSBURG ... Capt. Filler ... 8th March

NEXT SAILINGS HOMEWARD.

PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE AND HAMBURG.

HOHENSTAUFEN ... Capt. Jaeger ... 14th January

SILESIA ... Capt. Bable ... 18th February

SCANDIA ... Capt. v. Doehren ... 22nd March

HABSBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 8th January

FOR SHANGHAI, KOBE & YOKOHAMA ... 10th January

FOR SHANGHAI, KOBE & YOKOHAMA ... 15th January

FOR SHANGHAI, KOBE & YOKOHAMA ... 26th January

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

*HOHENSTAUFEN ... NAPLES, PLYMOUTH, HAYRE, BREMEN & H'BURG 11th Jan.

AMERICA ... FOR MARSEILLES & HAMBURG VIA PORTS 15th January

SPEZIA ... FOR HAYRE & HAMBURG ... 25th January

SILESIA ... FOR NAPLES, HAYRE & HAMBURG ... 8th February

SAMBIA ... FOR HAMBURG VIA PORTS ... 10th February

SAXONIA ... FOR HAYRE & HAMBURG ... 2nd February

NUBIA ... FOR NEW YORK ... 29th January

COAST SERVICE.

DAPHNE ... FOR TSINGTAU, NAGASAKI & VLADIVOSTOK 8th January

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, D.J.B. OUT, EGYPT, MARSEILLES-LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship "YARBA."

Captain Sellier, will be despatched for MARSEILLES, on TUESDAY, the 8th January, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Ville de la Ciotat, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIAN" ... 5th Feb.

S.S. "TOURANE" ... 19th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th December, 1906. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "SIMLA."

Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 12th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA" 3,000 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c.,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and JAVA	ARCADIA	About 6th January	Freight and Passage.
YOKOHAMA	Capt. S. Barham	January	
SHANGHAI	ARCADIA	About 11th January	Freight and Passage.
LONDON, S.C. via USUAL PORTS	SIMLA	Noon, 12th January	See Special of Call
Capt. C. D. Goldsmith			Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 16th January	Freight and Passage.
Capt. F. J. Fox			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TO W.N., CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 7th Jan. 4 P.M.
MANILA	"TEAN"	On 6th Jan. 4 P.M.
AMOI, NINGPO and SHANGHAI	"TIENSIN"	On 9th Jan. 4 P.M.
AMOI, CEBU and ILOILO	"SUNGKIANG"	On 12th Jan. Noon.
YOKOHAMA and KOBE	"TAIYUAN"	On 19th Jan. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOI and FOOCHOW	"SHOSHU MARU"	WEDNESDAY, 9th Jan. at 8 A.M.
	Capt. M. Nemoto	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
17899

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY 1907
PRINZ HEINRICH	16th January
GNEISENAU	30th January
PREUSSEN	13th February
PRINZESS ALICE	27th February
PRINZ LUDWIG	13th March
ZIEHEN	WEDNESDAY 27th March
PRINZ REGENT LUITPOLD	10th April
PRINZ BITEL FRIEDRICH	24th April
	8th May

ON WEDNESDAY, the 16th day of JANUARY, 1907, at Noon, the Steamship "SEYDLITZ," Captain C. Döhring, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 14th Jan. Cargo and Specie will be received on Board until Noon, on TUESDAY, the 15th Jan. and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 15th Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR: 1st Class 231 0 0, 2nd Class 122 0 0, 3rd Class 91 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG: 1st Class 85 0 0, 2nd Class 44 0 0, 3rd Class 34 0 0

TO NEW YORK VIA SUEZ: 1st Class 97 0 0, 2nd Class 66 0 0, 3rd Class 26 0 0

VIA NAPLES, GENOA OR GIBRALTAR: 1st Class 84 0 0, 2nd Class 44 0 0, 3rd Class 26 0 0

VIA BREMEN OR SOUTHAMPTON: 1st Class 115 0 0, 2nd Class 79 0 0, 3rd Class 47 0 0

return 68 0 0, 46 0 0, 27 0 0

123 0 0, 83 0 0, 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERVENTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER SAILING DATES

MANILA PRINZ WALDEMAR ... 1780 tons ... FRIDAY, 1st Feb.

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA,"

with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO NEW GUINEA ... \$50.— \$30.— \$20.— return \$80.— \$50.—

TO BRISBANE ... \$28.— \$18.10 \$14.00 return \$42.— \$27.15

TO SYDNEY ... \$30.— \$20.— \$14.— return \$54.— \$38.—

TO MELBOURNE ... \$31.10 \$23.— \$15.— return \$56.10 \$41.10

TO YOKOHAMA ... \$30.00 \$20.00 \$14.00 return \$50.00 \$34.00

TO KOBE ... \$35.00 \$25.00 \$15.00 return \$55.00 \$40.00

TO YOKOHAMA and back from KOBE ... \$40.00 \$30.00 \$20.00 return \$60.00 \$45.00

TO HONGKONG ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 1st Class \$17. 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 1st Class 96. 0 0.

From Australia to New York via Vancouver by the J.P. & Co.'s steamer, or via San Francisco by the O. & S.S. Co.'s steamer, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "GNEISENAU" ... Wednesday, 16th Jan.

Kobe & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co. O. & S.S. Co., T.K. & Co. and from New York to Europe by the Magnificent Express Steamers of the N.D.L.

North American Line are issued at the following Rates:—

To London via Plymouth or Southampton: 1st Class 262. 0 0.

To Bremen: 63. 10 0.

To Paris via Cherbourg: 65. 0 0.

To Naples, Genoa via Gibraltar: 65. 0 0.

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 15th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"TARTAR"	4,425 Tons	WEDNESDAY, 17th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000 "	THURSDAY, 18th Jan.	4th Feb.
"MONTEAGLE"	6,163 "	WEDNESDAY, 23rd Jan.	10th Feb.
"EMPERESS OF INDIA"	6,000 "	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,882 "	WEDNESDAY, 20th Feb.	16th Mar.
"EMPERESS OF JAPAN"	6,000 "	THURSDAY, 14th Mar.	1st April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, and 29 days from HONGKONG to LIVERPOOL being 23 days from YOKOHAMA.

Hongkong to London, 1st Class ... via St. Lawrence 280; via New York 262.

Intermediate on Steamers ... 240, ... 262.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Padder Street and Praya opposite Blako Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of January	JAPAN	First half of January
TJIBODAS.	JAVA	Second half of January	JAPAN	Second half of January
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIMAH.	JAVA	First half of February	JAPAN	First half of February
TJILIWONG.	JAPAN	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 17th December, 1906.

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Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSEN & CO., HONGKONG.

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MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

All Letters Addressed:

MANAGER, MITSU BISHI CO.

with name of place under

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KAPATSU

SHANGHAI, HONGKONG, Ld.

HANKOW.

AGENCIES:—

YOKOHAMA: M. ARADA, Esq.

CHINKIANG: Messrs. GRABING & Co.

MANILA: Messrs. MACONDRAY & Co.

SOLE PROPRIETORS of Takashima,

Osaka, Shimonoseki, and Kami-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Eastern Coal.

The Head and branch Offices and the

Agencies of the Company will receive any order

for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, Padder Street.

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THE

DIRECTOR AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Booksellers.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENARTY,"

FROM LEITH, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence and/or

from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 10th Jan. will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the

15th Jan., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 10th Jan. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 4th January, 1907.

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CLEANSE YOUR BLOOD

WITH GRIMALT & CO'S

SARSAPARILLA

The original sar-

saparilla, recom-

mended for the

last 20 years, for

lymphatic diseases,

eruptions, boils,

and all disorders

of the skin.

GRIMALT & CO

